

## Royal Air Force Gazette

### General Duties Branch

The following F/O.s are granted the acting rank of Flt. Lt. on the dates stated:—P. D. Holder, F. S. Stapleton (March 3); H. M. Pinfold, G. E. Harrison, D. C. R. Macdonald (March 14); V. C. Wood (March 26).

Flt. Lt. M. Dawnay is placed on the half-pay list, Scale B, on January 7, and from March 29 to 31.

### Royal Air Force Reserve

#### Medical Branch

Flt. Lt. H. R. Cline, M.B., B.Ch., relinquishes his commission on completion of service (March 31).

### Royal Air Force Volunteer Reserve

#### General Duties Branch

D. F. McIntyre, A.F.C., is granted a commission as Squadron

## Royal Air Force Appointments

### General Duties Branch

**Air Commodores.**—A. C. Wright, A.F.C., H.Q., No. 1 (B.) Group, Abingdon; for duty as Senior Air Staff Officer, 1.4.38. A. G. R. Garrod, O.B.E., M.C., D.F.C., to Directorate of Equipment, Air Ministry; on appointment as Director of Equipment, 31.3.38.

**Squadron Leaders.**—A. F. James, to No. 6 F.T.S., Netheravon; for Administrative duties, 28.3.38. J. S. Dewar, to R.A.F. Station, Thorney Island; for Administrative duties, 28.3.38. M. Lowe, to H.Q., R.A.F., Iraq, Dhibban; for Air Staff (Organisation) duties, 29.3.38. H. M. Pearson, to No. 54 (F.) Sqn., Hornchurch; to command, 28.3.38.

**Flight Lieutenants.**—A./Sqn. Ldr. K. R. Coates, to H.Q., R.A.F., Iraq, Dhibban; for duty as Liaison Officer, Persian Gulf, 29.3.38. J. W. A. Hunnard, to No. 6 F.T.S., Netheravon, 22.3.38. T. G. L. Gale, to No. 607 (County of Durham) (F.) Sqn., Usworth, 24.3.38. L. C. Slee, to H.Q., R.A.F., Aden, 26.3.38. A. McD. Bowman, to No. 28 (A.C.) Sqn., Ambala, India, 26.3.38.

### Equipment Branch

**Wing Commander.**—R. F. Osborne, to H.Q., Training Command, Market Drayton; for Equipment Staff duties, 29.3.38.

Owing to the greatly increased length of these lists as a result of R.A.F. expansion, ranks are confined to those of Flight Lieutenant and above.

## FOREIGN SERVICE NEWS

### U.S. Dive Bombers

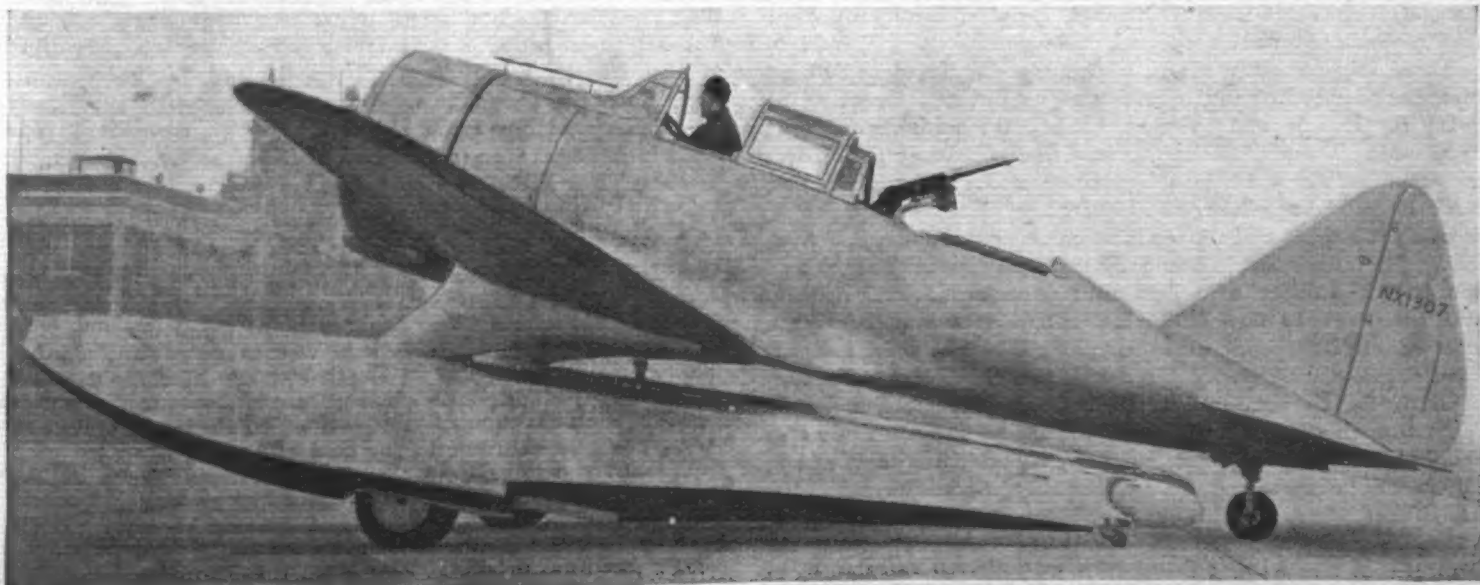
IT was principally in America that the modern technique of dive-bombing was evolved. To-day, when several air arms are openly questioning the practicability of the steep-diving attack the U.S. Navy is taking into service large batches of dive-bombing machines to augment the squadrons of Vought and Great Lakes biplanes already used for the work. The most highly developed biplane is the Curtiss SBC-3, now known as the Helldiver, though it bears little resemblance to the old Wasp-engined biplanes of film fame. Later monoplane types are the Northrop BT-2, which resembles the machines used by the Army Air Corps for attack work (and, incidentally, Bristol's flying test bed for the Hercules), and the experimental mid-wing Brewster. These last types are counterparts of the Blackburn Skua and will presumably take advantage of the reversible-pitch airscrews developed by the Curtiss and Hamilton Standard concerns to retard their speed in a dive. The standard bomb load is either a 500 lb. or a 1,000 lb. bomb. An attack by a force of such machines, it is argued, should be effective even against heavily armoured capital ships.

### The Four Norsemen

FOUR Norduyn Norsemen high-wing monoplanes have been ordered by the Royal Canadian Air Force for use as "flying classrooms." Each will accommodate from six to eight instructors and students and will be used to teach bombing, map reading, navigation, sketching, radio and artillery spotting. Gun mountings will be included. With the 525 h.p. Wasp engine the top speed will be about 170 m.p.h.

### Parasol Prototype

ONE of the most stimulating single-seater fighter designs to be realised in recent times is the Focke-Wulf Fw 159 parasol monoplane with inverted Junkers petrol engine. The undercarriage retracts into the fuselage and the wing is braced by a single main strut on each side. Details of performance and armament are withheld, but the machine ought to be good for at least 270 m.p.h. The Focke-Wulf concern has also introduced a new twin-engined general purpose monoplane (Blenheim category) likewise powered with the inverted Junkers.



**AMPHIBIAN FIGHTER:** Virtually the so-called "Convoy" fighter with amphibian gear, this machine is seen before being dismantled for shipment from America to Russia. If the wings are used as tanks a range of 6,000 miles is claimed to be possible. By interchanging wing panels and power units the machine can be used as a trainer, for observation, or as a light bomber. Quantity production in Russia is probable.